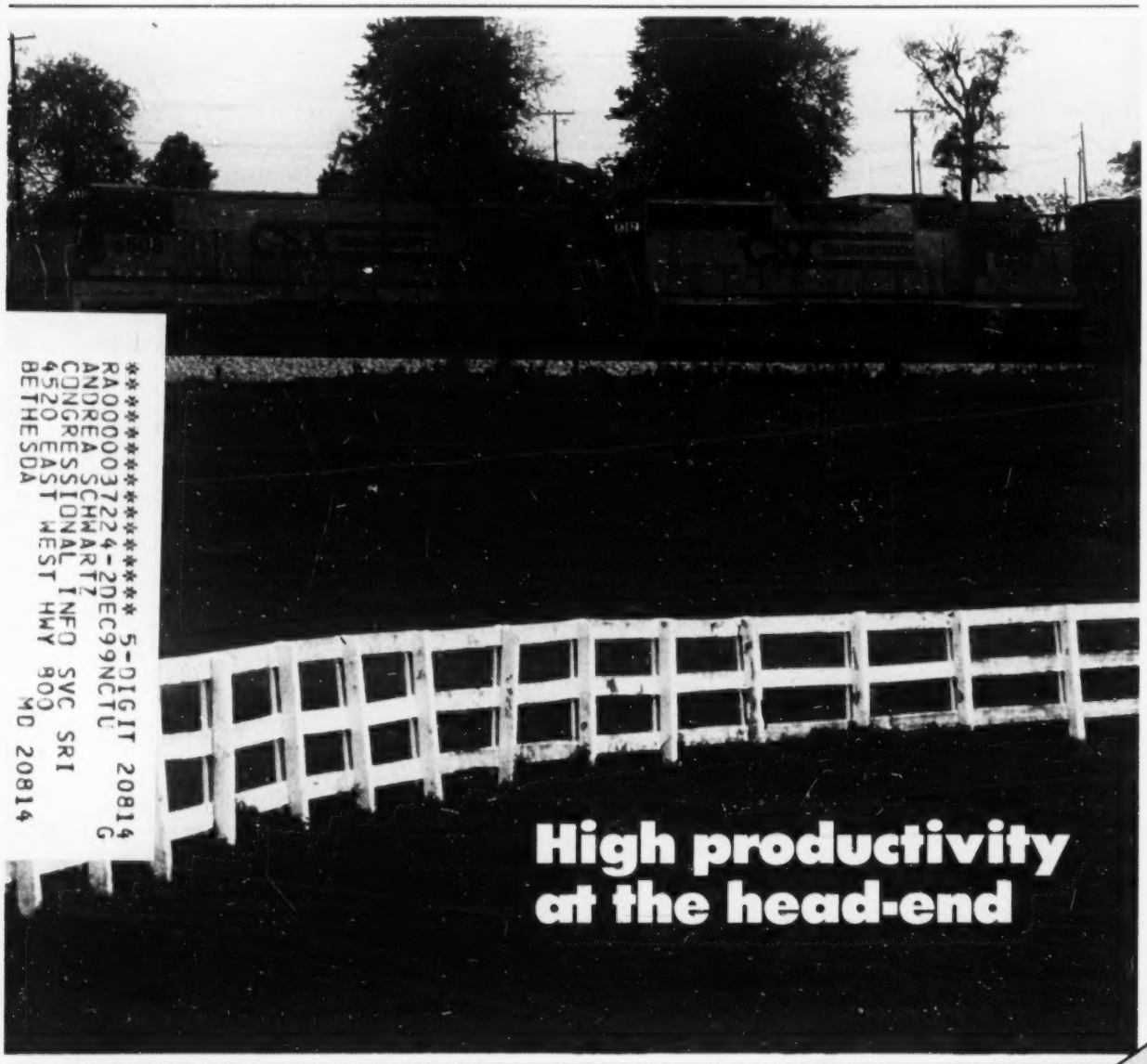
August 1986

Railway Age

...for the new age of railways



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High productivity at the head-end

Computers take on new control tasks

Bay Area: Still breaking new ground

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30 High-productivity railroading: Hiatus at the head-end

The technology for dramatically improved motive power efficiency is ready and waiting—and waiting and waiting. Why?

33 High tech: How much? How soon?

A *Railway Age*/Irving Trust Co. conference concluded that railroads can afford what they need; it's a question of priorities.

36 A "second source" success story

Some railroads wanted a source of rebuilt turbos other than the OEM. Here's how an aggressive California company responded.

39 1986 Directory of car and locomotive contract repair facilities

Railway Age's annual listing cross-indexes shops by location and by company, and describes the services each can perform.

71 CAD centers multiply

In a little over a decade, the number of computer-aided dispatching centers has grown to 29, and the end is not in sight.

78 Longest tunnel takes shape

Centerpiece of an ambitious double-tracking and grade-reduction project, CP's Mount Macdonald tunnel is nearing completion.

80 "Short, fast and frequent"

A new breed of trains tailored for new traffic patterns is emerging—but all too often one of the elements is missing.

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High productivity at the head-end
Computers take on new control tasks
Bay Area: Rail breaking new ground

CSX photo by Steve Henderson

84 BART: Ridership down, hopes high

A combination of increased fares and overcrowded trains has driven riders away. Will a capacity-expansion help?

91 Light rail: San Jose shows the way

Santa Clara County's new 20-mile rail system, due to open in 1988, is shaping up as a showpiece of integrated mass transit.

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New R-68 cars supplied by Westinghouse-Amrail rolled through their initial 30-day test with no problems—a novelty for NYCTA.

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Market Outlook

Equipment

CP Rail: Placed a $5.6-million (Canadian) order with Manac Inc. of St. Georges de Beauce, Que., for 100 new temperature-controlled domestic containers. Temperature-control equipment is being supplied and installed by Carrier Transicold and Thermo King. Delivery of the order will bring CP Rail's fleet of such containers to 311 units, and its total domestic container fleet to 2,106 units. Most are 44 feet, 3 inches long, 8½ feet wide, and 9½ feet high.

GO Transit: Placed a $36.2-million (Canadian) order with the Diesel Division of General Motors of Canada Limited for the supply of 16 F59PH diesel-electric units and spare parts. Delivery is scheduled for June-August 1988. Eight of the new locomotives will replace units with which GO Transit started service in 1967; the other eight are needed for expansion of GO service on the Lakeshore and Milton lines. The F59PH was designed jointly by General Motors and GO engineers.

Facilities

Iowa Transportation Commission: Approved an $8.5-million contract for the upgrading of 63 miles of Chicago & North Western track (former Rock Island branch lines acquired by C&NW in 1983). Sharing the cost will be the Iowa DOT, 40%; the railroad, 38%; and Northwest Gathering Lines, a shippers association, 22%. Also approved was a $530,000 contract for upgrading 6.4 miles of Soo Line track, with the cost shared by the Iowa DOT, the railroad, and the Milwaukee North Line Shippers Association.

Los Angeles County Transportation Commission: Awarded a contract to STV/Seelye Stevenson Value & Knecht for a feasibility study of a proposed light rail route through the Lincoln Heights-El Sereno area of Los Angeles. Up to four alignment alternatives will be studied, with SSV&K assessing potential impacts of business relocation, property acquisition, and utility relocation.

New York City Transit Authority: General Railway Signal is the apparent low bidder on a contract valued at more than $50 million for the third part of a five-part project to modernize the signaling on NYCTA's 4th Avenue Line from DeKalb Avenue in Brooklyn to 95th Street. As prime contractor, GRS has selected L.K. Comstock & Co. to install the equipment.

Revenue freight carloadings

Commodity	July 5 week	June 28 week	June 21 week	June 14 week
Grain	21,476	27,273	27,849	25,449
Other farm products	3,565	4,240	4,133	4,213
Metallic ores	15,744	15,468	15,095	17,654
Coal	76,601	115,220	115,422	113,462
Crushed stone, gravel and sand	10,882	14,294	13,866	14,216
Nonmetallic minerals	8,284	9,306	9,288	8,895
Grain mill products	9,156	10,545	10,751	10,759
Food and kindred products	9,481	11,421	10,883	10,922
Primary forest products	7,764	10,517	10,748	10,470
Lumber and wood products except furniture	5,783	8,379	8,324	7,829
Pulp, paper and allied products	11,845	13,163	12,862	12,381
Chemicals and allied products	19,876	22,678	22,253	22,314
Petroleum products	4,059	4,951	4,844	4,900
Stone, clay and glass products	8,696	10,227	10,493	10,466
Coke	3,689	3,968	4,515	4,287
Metals and products	7,499	7,957	7,613	7,609
Motor vehicles and equipment	14,396	21,419	21,790	22,205
Waste and scrap materials	6,009	8,207	8,083	8,356
Forwarder and shipper assn. traffic	2,670	3,484	2,958	3,129
All other carloads	57,119	68,411	66,946	66,126
LCL traffic	109	113	111	99
Total Cars Loaded	**304,703**	**391,241**	**388,867**	**385,741**
% change from previous year	1.0	(2.1)	(3.0)	(1.8)
Estimated revenue ton-miles (billions)	14.0	17.4	17.4	17.2
% change from previous year	(0.7)	(0.6)	(3.5)	(2.4)

Total:	1986	1985	% change
27 weeks	453.7	457.5	(0.8)

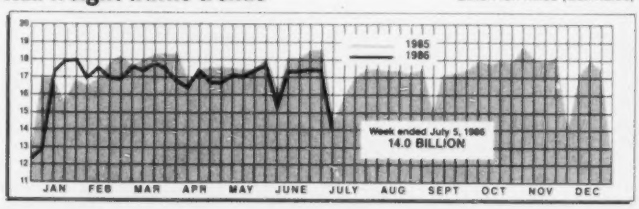
Piggyback loadings

	June 28 week	June 21 week	June 14 week	June 7 week
Trailers/containers	97,745	96,940	96,165	94,387

Cumulative total, 26 weeks		% change from 1985
Trailers/containers	2,429,013	9.8

Rail freight traffic trends

Billion ton-miles (Estimated)



Source: Association of American Railroads

Freight cars

	DELIVERED June 1986	DELIVERED 6 months 1986	DELIVERED 6 months 1985	ORDERED June 1986	ORDERED 6 months 1986	ORDERED 6 months 1985	ON ORDER AND UNDELIVERED July 1, 1986	Average Backlog 1986	Average Backlog 1985
Built new by carbuilders	999	3,994	5,537	485	6,467	4,842	4,232	3,581	4,139
Built new in RR shops	0	0	406	0	0	0	0	0	47
Built new—total	**999**	**3,994**	**5,943**	**485**	**6,467**	**4,842**	**4,232**	**3,581**	**4,186**
Rebuilt	0	50	0	25	75	0	25	12	0
TOTAL	**999**	**4,044**	**5,943**	**510**	**6,542**	**4,842**	**4,257**	**3,593**	**4,186**
Locomotives (new and rebuilt)	21	199	212	N/A	N/A	N/A	144	177	263

Source: Transportation Div., AAR and American Railway Car Institute